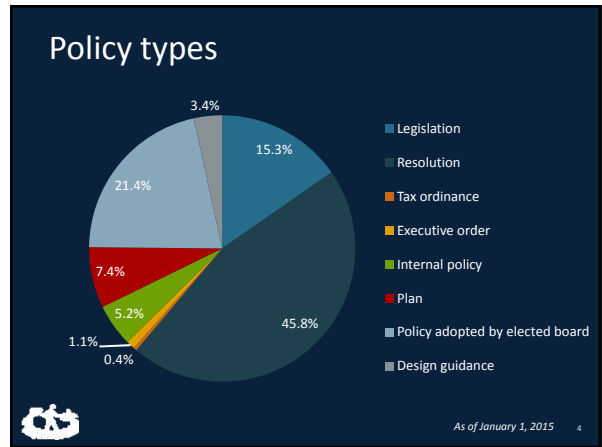
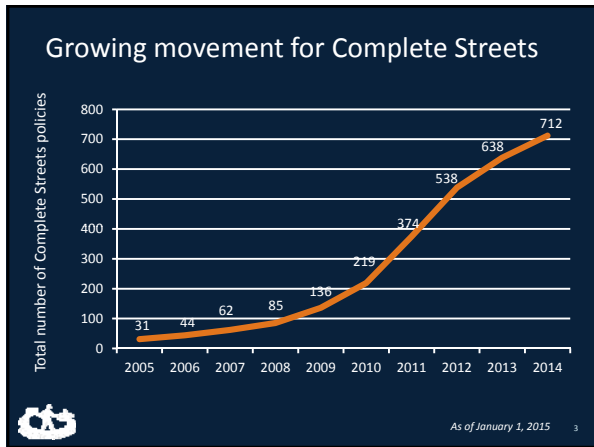


Complete Streets policies

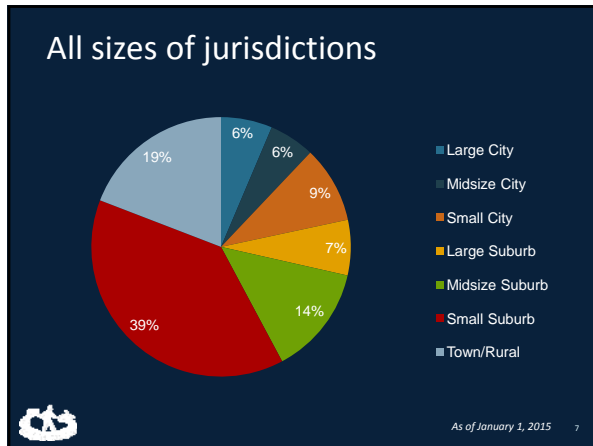



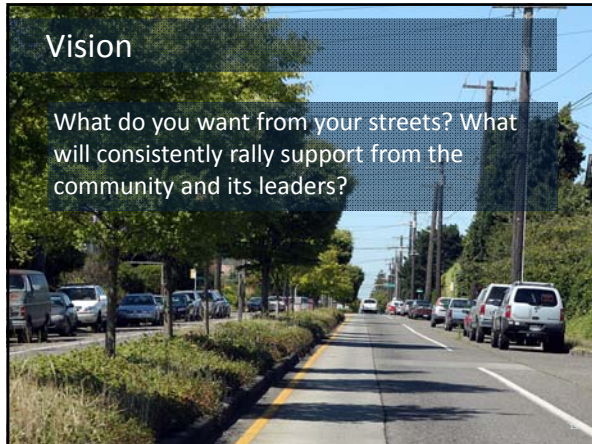
Policies adopted at all levels

By the end of 2014:
 States : 30*
 MPOs : 58
 Counties : 58
 Cities : 564
Total : 712

*Including Commonwealth of Puerto Rico and the District of Columbia





Vision


What do you want from your streets? What will consistently rally support from the community and its leaders?

Vision: Northfield, MN

Northfield intends and expects to realize long-term cost savings in improved **public health, better environmental stewardship, reduced fuel consumption**, and reduced demand for motor vehicle infrastructure through the implementation of this Complete Streets policy. Complete Streets also contribute to walkable neighborhoods, which can **foster interaction, create a sense of community pride and improve quality of life**



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All users & modes

A clearly stated directive to include the needs of all people, regardless of how they travel, into the everyday transportation decision-making process.

All users & modes: Hayward, CA

The City of Hayward expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including **pedestrians, bicyclists, persons with disabilities, motorists, emergency vehicles, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.**



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All projects & phases

Integrate Complete Streets into all projects:


- New construction
- Reconstruction
- Rehabilitation
- Repair
- Repaving
- Major maintenance
- Operations

All projects & phases: Ogdensburg, NY

A. All City-owned transportation facilities in the public right-of-way including, but not limited to, streets, bridges, and all other connecting pathways shall be **designed, constructed, operated, and maintained** so that users of all ages and abilities can travel safely and independently.

B. **Privately constructed streets and parking lots** shall adhere to the policy.


C. ...



18

All projects & phases: Ogdensburg, NY

D. The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: **planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance**. Other changes to transportation facilities on streets and rights-of-way, including **capital improvements, re-channelization projects and major maintenance**, must also be included.



19

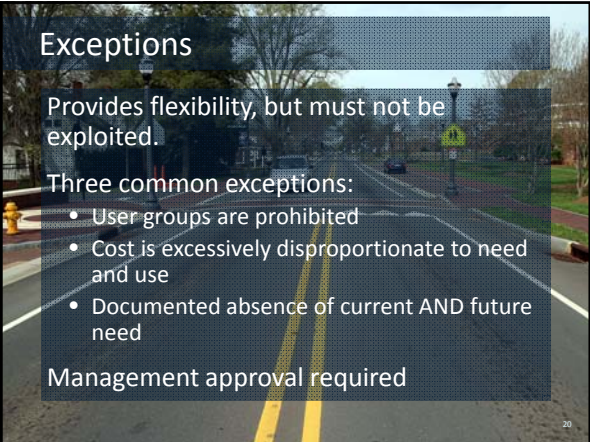
Exceptions

Provides flexibility, but must not be exploited.

Three common exceptions:

- User groups are prohibited
- Cost is excessively disproportionate to need and use
- Documented absence of current AND future need

Management approval required




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Exceptions: Oak Park, IL

Exemptions to the Complete Streets policy must be **documented** in writing by either the Director of Public Works or Village Engineer **with supporting data** that indicates the reason for the decision and are limited to the following:

1. Non-motorized users are **prohibited** on the roadway.
2. There is documentation that there is an **absence of current and future need**.
3. The **cost** of accommodations for a particular mode is **excessively disproportionate** to the need and potential benefit of a project.
4. The project involves **ordinary maintenance activities** designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching and surface treatments, such as micro-surfacing.




21

Network & connectivity

More than one or two “complete” streets

Connected, integrated system that provides for all users


Ensures gaps are filled



22

Network: Miami Valley RPC, OH

...A well-connected network provides **safe and convenient transitions from one mode of transportation to another, from one jurisdiction to another and from one type of infrastructure to another**. This can be accomplished by connecting sidewalks to bus stops, providing park and ride locations, providing bike-on-bus opportunities, making convenient connections from separated bike trails to the street grid and by making sure that all these connections are accessible to people with disabilities. Every effort should be made to provide a continuous, uninterrupted network accessible to all users and modes...



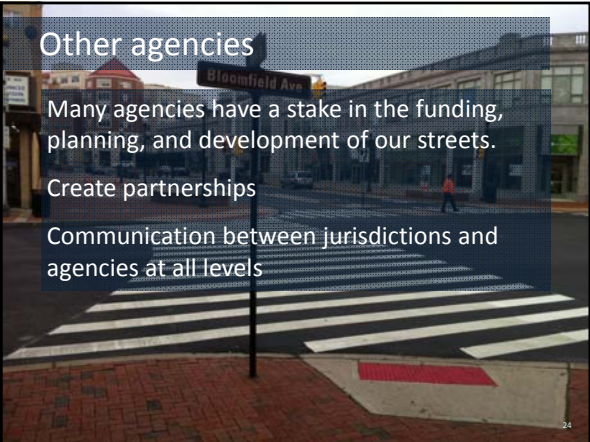
23

Other agencies

Many agencies have a stake in the funding, planning, and development of our streets.

Create partnerships

Communication between jurisdictions and agencies at all levels



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Other agencies: Trenton, NJ

Recognizing the inter-connected multi-modal network of street grid, the City of Trenton will work with **Mercer County**, the **Delaware River Joint Toll Bridge Commission**, **traffic consultant AECOM** and **state agencies** through existing planning efforts to ensure complete streets principles are incorporated in a context sensitive manner



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Design guidance & flexibility

Use the best and latest design standards available

Allow for flexible approaches to design

26

Design & flexibility: Salem, MA

The latest design guidance, standards, and recommendations available will be used in the implementation of Complete Streets, including the most up-to-date versions of:

- The **Massachusetts Department of Transportation's** Project Design and Development Guidebook
- The National Association of Transportation Officials (**NACTO**) Urban Bikeway Design Guide
- The National Association of Transportation Officials (**NACTO**) Urban Street Design Guide
- The latest edition of American Association of State Highway and Transportation Officials (**AASHTO**) A Policy on Geometric Design of Highway and Streets
- The United States Department of Transportation **Federal Highway Administration's** Manual on Uniform Traffic Design Controls



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Design & flexibility: Salem, MA

(cont.)

- **Pioneer Valley Planning Commission's** Healthy Community Design Toolkit
- The **Architectural Access Board** (AAB) 521 CMR Rules and Regulations
- Documents and plans created by the **City of Salem**, including but not limited to:
 - Bicycle Master Plan
 - Open Space and Recreation Action Plan
 - Salem Downtown Renewal Plan



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Design & flexibility: Portland, ME

...The City will follow the design manuals, standards and guidelines above, as applicable, but **should be not be precluded from considering innovative or non-traditional design options** where a comparable level of safety for users is present or provided.



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Context sensitivity

Design relates well to type of neighborhood and buildings

Responds to multimodal transportation needs

30

Context: Austin, TX

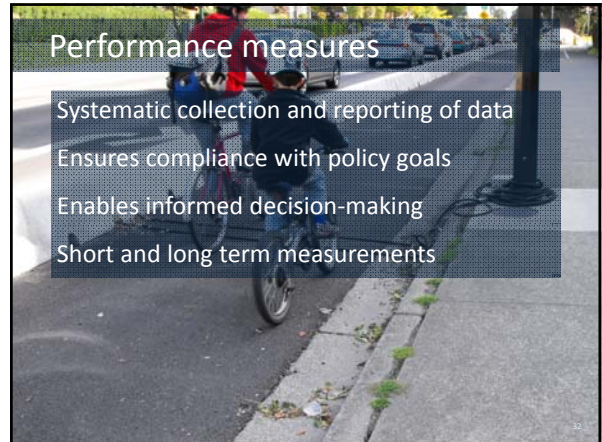
The City will align land use and transportation goals, policies, and code provisions to create Complete Street solutions that are **appropriate to the individual contexts... and that support land use policies** of the Imagine Austin Comprehensive Plan... The City will take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice guidelines. This includes a shift toward designing at a human level... in considering issues such as street design and width, desired operating speed, hierarchy of streets, mode balance, and connectivity. **Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and design principles.**



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Performance measures

- Systematic collection and reporting of data
- Ensures compliance with policy goals
- Enables informed decision-making
- Short and long term measurements



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Measures: Indianapolis

- Total miles of bike lanes
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along city streets
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps (beginning in June 2014)
- Rate of crashes, injuries and fatalities by mode
- Rate of children walking or bicycling to school (beginning in June 2014)



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Next steps

- Clear direction beyond policy adoption
- Maintain momentum
- Assign oversight to new or existing committee
- Regular public reporting to engage community, show accountability, and celebrate accomplishments



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Include activities to:

- Plan for implementation
- Change procedures and processes
- Review and update design guidance
- Offer training and educational opportunities
- Measure performance



35

Implementation: Ft. Lauderdale, FL

- Lead Department.** The Transportation & Mobility Department shall lead the implementation of this policy...
- Inventory.** The City will maintain a comprehensive inventory... and will prioritize projects... to eliminate gaps in the sidewalk and bikeways networks.
- Capital Improvement Project Prioritization...**
- Revisions to Existing Plans and Policies....**



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Implementation: Ft. Lauderdale, FL

(cont.)

- E. Public Official and Staff **Training**...
- F. **Coordination**. The City will utilize inter-department project coordination...
- G. **Funding**. The City will actively seek sources of public and private funding to implement Complete Streets...



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Palm Beach County MPO Policy Statement

The Palm Beach MPO aims to achieve a safe and convenient transportation network by implementing Complete Streets within the context of our county's diverse communities. The Palm Beach MPO will seek to promote Complete Streets by prioritizing funding of Complete Street infrastructure projects, providing educational opportunities, and encouraging local jurisdictions to adopt and implement local Complete Streets policies.



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Florida DOT Complete Streets Policy

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

☐ Cyclists ☐ Motorists ☐ Transit riders

☐ Freight handlers ☐ Pedestrians The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.



Ananth Prasad, P.E. Secretary

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